

characterized in that

the respective melting points of the plastics of the two component (6, 9) are in approximately the same range.

10. The method according to one of Claims 1 through 9,
characterized in that
the plastics of the two components (6, 9) each have
only a relatively narrow temperature range for
processing their melts.
11. The method according to one of Claims 1 through 10,
characterized in that
the components (6, 9) are each made of a polyamide
plastic.
12. The method according to one of Claims 1 through 11,
characterized in that
the components (6, 9) are each made of a fiber-
reinforced plastic, in particular a fiberglass-
reinforced or carbon fiber-reinforced polyamide
plastic.
13. The method according to one of Claims 1 through 12,
characterized in that
the first component is an intake manifold (6) of an
intake manifold system (1) which receives the air from
an air supply which is provided for combustion in the
internal combustion engine and distributes it to
individual combustion chambers of the internal
combustion engine, and the second component is a
flange (9) of the intake manifold system (1) which can
be connected to the internal combustion engine.
14. The method according to Claim 13,
characterized in that
the intake manifold system (1) has a modular design,

11. The method according to one of Claims 1 through 10,
characterized in that
the components (6, 9) are each made of a polyamide
plastic.

12. The method according to one of Claims 1 through 11,
characterized in that
the components (6, 9) are each made of a fiber-
reinforced plastic, in particular a fiberglass-
reinforced or carbon fiber-reinforced polyamide
plastic.

13. The method according to one of Claims 1 through 12, **characterized in that** the first component is an intake manifold (6) of an intake manifold system (1) which receives the air from an air supply which is provided for combustion in the internal combustion engine and distributes it to individual combustion chambers of the internal combustion engine, and the second component is a flange (9) of the intake manifold system (1) which can be connected to the internal combustion engine.

14. The method according to Claim 13,
characterized in that
the intake manifold system (1) has a modular design,

with an air distributor module (2) made of plastic which can be connected to the air supply of the internal combustion engine, with several intake manifold modules (6), each made of plastic and designed in one piece, connected at their one pipe end (7) to the air distributor module (2) and each assigned to one of the combustion chambers of the internal combustion engine, and with at least one flange module (9) made of plastic in one piece to which at least one of the intake manifold modules (6) is connected at its other pipe end (8).

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